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DIARY OF THE WAR

AIR ACTIVITY OVER ENGLAND AND GERMANY

16th May.—The German Radio admitted damage of "certain importance" when the Royal Air Force made a heavy raid on Hanover, Berlin, Hamburg, Cuxhaven as well as Calais, Boulogne, Dieppe, St. Nazaire and L'Orient.

Seven enemy fighters were shot down over Britain when the Germans dropped bombs on coastal areas.

17th May.—The Royal Air Force attacked Cologne and started numerous fires.

The German air force concentrated its attack on West Midlands.

18th May.—British bombers again raided Cologne; Calais, Boulogne, Dunkirk and Rotterdam were also subjected to fierce raids.

Enemy activity over Britain was on a small scale.

19th May.—The Royal Air Force raided Kiel and Emden; Cherbourg was attacked by Naval aircraft.

Five German fighters were shot down in an air battle over the English Channel.

20th May.—General Milch, Inspector-General of the German air force, asked the citizens of Berlin to continue air raid precautions in view of the growing Royal Air Force raids.

21st May.—London had its fourth night without any alert.

22nd May.—The Royal Air Force attacked Heligoland and also Bethune in occupied France.

AFRICA AND THE MEDITERRANEAN

16th May.—British Imperial Forces recaptured Sollum on the Libyan frontier. The important town of Sciasciamanna was occupied in Abyssinia as well as Alghe, north of Yavello. The Royal Air Force raided towns and bases in Libya.

Eight enemy raiders were shot down over Crete which suffered no damage or casualties in enemy air attacks.

The British Government announced the mining of Eastern Mediterranean adjoining Turkish territorial waters.

17th May.—The Empire forces carried out a limited but very successful counter-attack on the enemy in the Tobruk area. Many German and Italian prisoners were taken. The British advanced their lines further.

The Royal Air Force was again very active over Libya and also raided the aerodromes of Menidi and Hassani in occupied Greece where 11 enemy aircraft were destroyed on the ground.

18th May.—A number of strong points in the outer defences of Tobruk were recaptured by the British Imperial Forces. British forces occupied Adela in Abyssinia. British forces bombarded Benghazi and the Royal Air Force carried out widespread raids on the Mediterranean littoral.

19th May.—The Italian garrison, 7,000 strong, at Amba Alagi surrendered to the British, its Commander, the Duke of Aosta having agreed to the British terms. Dalle, an important road junction in Abyssinia, was also captured by the British. Enemy columns which crossed the frontier near Sollum were beaten back.

21st May.—The Duke of Aosta surrendered to the British with 19,000 Italian troops.

22nd May.—Two Italian divisions were trapped in Abyssinia between two columns of British Imperial Troops. British advanced patrols, destroyed a German post on the Sollum hill.

UNITED STATES OF AMERICA AND THE ATLANTIC

16th May.—President Roosevelt in a forceful declaration condemned the Vichy Government's policy of collaborating with the Nazis especially in Syria. So also did Col. Knox, United States Secretary of the Navy.

The United States Senate approved the Bill enabling the Government to seize foreign ships in American waters.

17th May.—Lord Halifax conferred with Mr. Cordell Hull, United States Secretary of State, on the developments in Syria.

It was disclosed that huge stocks of food were bought by the United States Government for shipment to Britain.

18th May.—Mr. Harold Ickes, United States Secretary of the Interior, said that America must give "everything" to Britain. Mr. Cordell Hull, in a broadcast, said that America would find the means to ensure that Britain received adequate supplies; he also said that the peace settlement at the end of the war should give short shrift to extreme nationalism and encourage free international friendship and trade.

Mr. Hull stated that he was able to confirm from diplomatic reports that the Franco-German agreement was a definitely military agreement and that it was dangerous to the Western Hemisphere.

It was revealed that American aircraft production was nearing 1,800 planes a month.

A big round-up of aliens took place all over the United States.

20th May.—The Polish Premier, Gen. Sikorski, said on his return to London from United States of America that President Roosevelt was about to take a decisive step—a historic decision.

It was announced that the Egyptian steamer, Zam Zam, carrying American missionaries and a British-American ambulance corps to the Near East, was sunk in the South Atlantic by a German raider after the passengers and crew had been taken aboard a German warship. The United States Government asked Germany for full details concerning the 138 Americans involved.

22nd May.—Col. Knox urged the repeal of what he called "the terrible blunder" of the United State Neutrality Act and said that America should preserve the freedom of the seas and allow her ships to serve in British shores and other war zones.

President Roosevelt predicted that "more and faster ships will be built" and that "they will carry through the open waters of the seven seas the implements of war which will help to destroy the menace to free people everywhere."

GREECE AND ITALY

16th May.—The Greek Premier declared that important units of the Greek Army were now somewhere in the Middle East and that Greece's gold reserves were safe.

17th May.—German was made a compulsory language in all schools in Greece.

18th May.—The Germans were reinforcing their garrisons in the Aegean islands of Mytilene and Chios.

The Greek Ministers of Justice and Finance had a narrow escape when their boat was machine-gunned by enemy aircraft on their way from Turkey to Palestine.

The survivors of the historic rear-guard of the Imperial Troops at Mount Olympus reached Cyprus after an astonishing series of escapes.

Princes Amedeo Roberts of Savoia, Duke of Spoleto and nephew of the King of Italy, was proclaimed King of the Axis-sponsored, puppet state of Croatia. Mussolini was present at the ceremony that took place in the Quirinal Palace in Rome, as also the Croat "Quisling" Pavelitch.

20th May.—Mr. Churchill announced in the Commons that 1,500 enemy troops, wearing New Zealand battle-dress, landed by gliders, parachutes and troop-carriers in Crete. Their attempt to capture the Malani aerodrome was frustrated and British General Headquarters announced that a number of the invaders had been accounted for and that the situation was in hand.

21st May.—Another airborne invasion of Crete was successfully tackled by the British Empire forces.

22nd May.—Mr. Churchill announced in the Commons that one German convoy making for Crete was intercepted and two transports sunk.

THE BALKANS, TURKEY, IRAQ, IRAN, ETC.

16th May.—The Royal Air Force attacked German aircraft on three Syrian aerodromes—Palmyra, Damascus and Rayak. Reinforcements of British and Imperial Troops arrived both in Iraq and Palestine.

17th May.—Only slight damage was caused when enemy planes raided Habbaniyah.

King Ibn Saud reiterated his view that the only course open to Arab nations was to support Britain.

King Peter of Yugoslavia declared that the enemy would never succeed in breaking Serb-Croat-Slovene unity, adding "Let our present adversaries take good care not to break the rules of humanity in their behaviour towards my people."

18th May.—The Royal Air Force continued to attack enemy air bases and troop concentrations in Syria. It was revealed at Ankara that Syrian arms were being sent to Rashid Ali by the railway which runs through Turkish territory.

The British occupied advance positions, 25 miles south of Basra.

19th May.—The arrival of British reinforcements in air-transports had a satisfactory effect on the Iraq situation. While General Dentz, the Vichy Governor of Syria, said he would "meet force with force", Gen. de Gaulle, in

a broadcast from Brazzaville, urged Frenchmen to rise in revolt against the Vichy Government's betrayal of their former Ally, Britain.

20th May.—British forces captured the town of Fallujah on the Euphrates, thus preventing the Royal Air Force at Habbaniyah from being cut off by British land-borne reinforcements in Iraq.

21st May.—The Royal Air Force bombed the Raschid aerodrome in Iraq while German planes raided Habbaniyah.

Free French Forces entered Syrian territory where many members of the Vichy armed forces were deserting to them.

22nd May.—It was understood that the British Government would reestablish Emir Abdul Ilah as Regent of Iraq.

SHIPPING

16th May.—The United States Maritime Commission announced that the construction of the first 200 merchant-ships under the shipbuilding programme had begun two weeks ahead of schedule.

20th May.—It was revealed that at least eight enemy supply ships, totalling 45,000 tons, were sunk during the week ending 19th May by the Royal Air Force and the British Navy. In addition an enemy supply ship of 8,000 tons was blown up in the Mediterranean by the Fleet Air Arm.

22nd May.—It was stated that Britain was negotiating with Latin American nations for the purchase of some foreign ships lying idle in their ports.

THE FAR EAST

16th May.—The Chinese repulsed, with 10,000 casualties, a Japanese offensive launched on the banks of the Han river. The Japanese claim to have "decimated" the Chinese Fifth Group Army elsewhere. Japanese planes raided Chungking.

17th May.—The Chinese stated that the Japanese offensive in Southern Shansi had collapsed but the Japanese claimed that an iron ring was closing round 100,000 Chinese troops. The Japanese took Tsaovang in Northern Hupeh.

18th May.—The Japanese reported a big victory in a battle on the Shansi-Honan border. There were air raids on Sian and Chungking.

It was announced that the Sino-Soviet barter agreement would be further extended.

19th May.—A Japanese Military Mission arrived in Rome.

20th May.—The Chinese Military Mission, on the conclusion of their tour of Malaya, said "we are happy in the knowledge that we have a strong friend."

21st May.—Marshal Chiang Kai-Shek appealed to the Communist 18th Group Army to move immediately to support the Chinese Central Government forces in "the most important battle" raging in North China.

22nd May.—The Japanese Foreign and War Ministers reported to the Emperor on their conference with the heads of the Defence Services.

VICHY

17th May.—The Vichy Government in a statement said that France, in collaborating with Germany "for mutual reorganization of continental Europe", did not intend to attack Great Britain, still less the United States. "The bombing of Syrian aerodromes," it was stated, "has just added to the list of what France still refuses to consider acts of aggression."

18th May.—Most savage penalties were imposed by the Vichy Government's War Tribunal on followers of Gen. de Gaulle.

19th May.—It was announced that over 100,000 French prisoners would be immediately released by the Germans and that Frenchmen in the unoccupied zone would have greater access to the occupied territory.

Gen. de Gaulle completely disavowed the agreements between Vichy and the German authorities in a declaration to the British and Allied Governments.

20th May.—The Vichy Ambassador protested to the United States of America against "an unfriendly gesture"—the placing of French vessels in American ports under protective surveillance.

21st May.—It was stated that French merchant ships had been instructed by the Vichy Government either to sabotage or immobilise their ships rather than let them fall into British hands.

OCCUPIED COUNTRIES

19th May.—The Polish Premier, Gen. Sikorski returned to London after his visit to the United States and Canada, where he helped to organize a Polish volunteer army.

21st May.—The Nazi Poice Chief, Himmler, was on his way to Oslo, where dock workers had come out on strike.

NEUTRAL COUNTRIES (RUSSIA, SPAIN, EIRE, ETC.)

19th May.—It was understood that Gen. Franco had refused to accept the resignation tendered by the Spanish Foreign Minister, Sr. Suner. Two important officials of the Falangist Party were, however, removed from their posts.

Lord Gort, the Governor and Commander-in-Chief of Gibraltar, called on Gen. Grandes, Spanish Military Governor of Algeciras (who is to return the visit on May 28).

20th May.—"The New York Times" Ankara correspondent reported indications that Russia and Germany "would appear to be arranging some sort of joint action in the Middle East."

22nd May.—General Franco directed that Sur. Suner should have the fullest powers over the Falange party affairs.

WAR IN THE AIR

The following are the details of the British raids from home bases on enemy territory in Europe, ascertained by competent authorities, for the week ending 13th May 1941:—

Figures of aircraft losses include those incurred during British patrol activity (not specifically mentioned) over North-West European coastal waters.

Date.	Targets.	British losses.	Enemy losses.
May 7, Wednesday.	R.A.F. day bomber raids on shipping. R.A.F. night bomber raids on naval base at **Brest** (battleships *Scharnhorst* and *Gneisenau*); docks at Bremen; **Loire Estuary** (submarine base at St. Nazaire, oil stores and refineries at Donges); shipping off Dutch coast. R.A.F. night fighter attacks on aerodromes in N. France.	1 day bomber. 2 night bombers.	3 night bombers.
May 8, Thursday.	R.A.F. day bomber raids on shipping off Norwegian coast (1 escort-ship on fire). R.A.F. night bomber raids on Berlin: **Hamburg** (Blohm & Voss submarine and naval shipbuilding yards, factories, oil stores); **Bremen** (Deutscheschiff & Machinenbau and Atlas submarine and shipbuilding yards, factories, oil stores; docks at Emden; other objectives in N.-W. Germany; submarine base at St. Nazaire; shipping off German coast. R.A.F. night fighter attacks on aerodromes in Belgium and N. France.	1 day bomber. 10 night bombers.	2 night bombers.
May 9, Friday.	R.A.F. day fighter sweeps over English Channel. R.A.F. night bomber raids on **Mannheim** and **Ludwigshafen** (river docks, railways, chemical factory); factories in Berlin; invasion bases, including Ymuiden, Ostend, Calais, Boulogne. R.A.F. and Royal Dutch Naval Air Service night bomber raids on docks and aerodrome at Kristians and; aerodrome at Mandal (Norway). R.A.F. night fighter attacks on aerodromes in N. France.	2 day fighters (1 pilot safe). 3 night bombers.	2 day fighters. 1 night fighter.
May 10, Saturday.	R.A.F. night bomber raids on Berlin; **Hamburg** (submarine and shipbuilding yards, railways, factories); Bremen; Emden; Rotterdam; **La Pallice** (shipping docks, oil refineries and stores); shipping off Danish and Dutch coast (1 naval craft hit, 2 merchantmen damaged).	7 night bombers.	4 night fighters.
May 11, Sunday.	R.A.F. night bomber raids on shipyards and factories at **Hamburg** and **Bremen**; docks at Emden; other objectives in N.W. Germany; invasion bases at Rotterdam and Ymuiden; seaplane base on Texel Island.	4 night bombers.	..
May 12, Monday.	R.A.F. night bomber raids on **Mannheim** and **Ludwigshafen**; Cologne (railways, factories); Coblenz; submarine base at St. Nazaire; invasion bases at Ostend and Dunkirk.	1 night bomber.	..
May 13, Tuesday.	R.A.F. day bomber raids on Heligoland (naval base, jetties, barracks, gun positions); St. Nazaire (submarine base, docks, stores; 12,000-ton merchantman set on fire); shipping off Dutch and French coasts (2,000-ton merchantman left sinking). R.A.F. night fighter raid on aerodrome at Ostend (hangars, barracks, gun posts).	2 day bombers.	..

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TALKING POINTS

THE WEEK

The great event of the week is, of course, the fall of Amba Alagi, the Italian stronghold in Abyssinia. The Duke of Aosta has surrendered with his officers and the prisoners taken in this area amount to 19,000. The Abyssinian campaign has now practically ended except for the Italian resistance in the Jimma area and the Gondar region, where together there are four Italian divisions. Mr. Churchill, speaking in the House of Commons on Tuesday last, paid a remarkable tribute to South African and Indian troops. In Northern Africa, Sollum has been recaptured. The situation is still fluid. Hitler's time-table of invasion of Suez has been upset and Mr. Churchill said, summing up the situation : " We have retained strong offensive power and the fighting is being maintained, at any rate, on even terms in advanced areas of the approach to Egypt."

In Syria, almost all the French air bases have been occupied by Germany and many of them are being attacked by the Royal Air Force. The British Vice-Consul in Syria has been asked to quit Syria by the French authorities as a reprisal for the French Consul General in England being asked to leave England. A development pregnant with possibilities is that Free French forces have penetrated into Syria and that a French regiment in Syria has gone over to the Free French Forces. Several French pilots have flown their aeroplanes from Syria to neighbouring Allied aerodromes.

Reinforcements have arrived in Iraq and Fallujah has been captured by British troops. Considerable importance is attached to this capture. It has an important bridge-head across the Euphrates joining Habbaniyah with Baghdad. If this bridge across Euphrates had been demolished, communication between Habbaniyah and the British land-borne reinforcements would have become very difficult.

German parachutists, about 1,500 in number, invaded Crete, early this week by gliders, parachutes and troops-carriers. The Military hospital between Canea and Malemi which was captured by the enemy had been recaptured. Three thousand men were dropped again on Tuesday last, the majority of whom were mopped up. One air-borne division is said to be employed. Many of these parachutists have been accounted for and fighting is still proceeding. It was a daring performance, regard being had to the fact that these parachutists had little chance of escape. As Mr. Churchill said a strange and grim battle is proceeding and wave after wave of parachutists are being landed. German attempts at landing by sea have so far been foiled. But what is disgusting to read is, these fellows were dressed in the uniform of New Zealand soldiers, a kind of tactics opposed to honourable warfare.

A good deal of feeling has been aroused in America by the sinking of " Zam Zam ", an Egyptian owned ship, flying the Egyptian flag in her voyage from Pernambuco to Capetown. There were 138 Americans, 24 of whom are members of the British-American Ambulance Corps on their way to join General de Gaulle with complete equipment. The excuse for sinking this ship put out by Berlin is that she had contraband on board. The passengers and crew, however, are safe and will be sent back to America.

Iceland, who till now was united with Denmark, has proclaimed herself an independent country and has severed her union with Denmark. Iceland will be a republic and a Regent will be appointed in the place of the Danish King.

VICHY'S COLLABORATION WITH GERMANY

Mr. Churchill, some time ago, described the negotiations between Germany and Vichy as " the sad, sorry, and squalid tale." These talks are still going on, but it has now been revealed how Marshal Petain has been absolutely unable to stem the tide of the influence of the Nazis and the Quislings. What France gets are the relaxation of restrictions in the demarcation line between Occupied France and Unoccupied France, a reduction in the payment for the upkeep of the German army of occupation from 400 million francs per year to 300 millions and the release of one hundred thousand French prisoners who fought in the Great War and who may now be employed in French industries, useful, of course, to Germany. But Hitler is not likely to give something for nothing. What has Admiral Darlan, who has now proved himself to be even superior

to Laval in the game of betraying French interests, given in return? The occupied zone has been extended from Bordeaux to the south-east, enabling Germans to control the railway line from Tan to Sargossa, facilitating the passage of troops to Spain without passing through Unoccupied France. French industrialists are co-operating with Germany and the products of French colonies are to go to Germany. A stern warning has been given to Vichy by Mr. Anthony Eden, Foreign Secretary. Speaking in the Commons yesterday, he said: "If the Vichy Government, in pursuance of this declared policy of collaboration with the enemy, take action or permit action detrimental to our conduct of the war or designed to assist the enemy's war effort, we shall naturally hold ourselves free to attack the enemy wherever he may be found and we shall no longer feel bound to draw any distinction between occupied and unoccupied territories in execution of our military plan." It has now been established beyond a possibility of doubt that Syria has been handed over to Nazis, lock, stock and barrel, as a jumping off ground to Iraq and from there to Suez or further east. It is amazing that General Dentz, French Governor and Commander-in-Chief of Syria, should have explained that German planes flew over Syria in transit and that the British were not justified in bombing Syrian air bases. Facts are too stubborn to square with this explanation. It now appears that war material in Syria has been taken over the railways to Iraq and one may be pretty certain that other facilities will also be provided. It is disingenuous, in the circumstances, for General Dentz to argue as he does that he is keeping strictly within the Armistice terms! Mr. Cordell Hull's statement, based presumably on facts which had been brought to his notice, that the collaboration between Vichy and Berlin is military in character, is very significant. This may mean not only that bases in French Colonies in North Africa but also West Africa as well and possibly facilities for Germans to establish themselves in the Western Hemisphere are to be given. Americans do remember that in *Mein Kampf* Hitler has described how he proposed to take hold of Latin America without coming into a clash with the United States:—"Latin America—we shall create a New Germany there. We have a right to this continent . . . We require two movements abroad, a loyal and a revolutionary one. Do you think that's so difficult? I think we are capable of it. We should not be here otherwise. . . Our weapons are not visible ones. It will be a simple matter for me to produce unrests and revolts in the United States so that these gentry will have their hands full with their own affairs. We shall soon have Storm Troopers in America. We shall have men whom degenerate Yankeedom will not be able to challenge."

President Roosevelt is frankly distressed at Vichy's action. He is surprised that the people of France should willingly accept any agreement for a kind of collaboration which will, in reality, "imply their alliance with a military power whose central and fundamental policy calls for the utter destruction of liberty, freedom and popular institutions everywhere." He made a reference to Dakar on the West Coast of Africa which he apparently considers to be very important for United States interests; Dakar should not obviously be allowed to fall into German hands. Colonel Knox is no less strong. The Vichy Government, he pointed out, was in the clutches of the Germans and robbed of the direction of its own affairs. "It is in a bitter squeeze and is paying the penalty for being vanquished in War." It is obvious that any extension of German influence in West Africa and in the French colonies in the Western Hemisphere should be regarded by the United States as a menace to her own security. President Roosevelt has himself suggested that he would ask the State Department to investigate whether the United States may take action under its agreement with other Latin American nations towards taking over some French colonies in Western Hemisphere if they were threatened with change of sovereignty. It is further stated that the twenty-one American republics are ready to establish a provisional administration in the Americas if collaboration between Germany and France should be projected in the Western Hemisphere. Complete plans have been prepared for this purpose. It will be remembered that the French Colonies in American waters include Martinique, French Guiana, Guadeloupe, St. Pierre and Miqelon. Further developments in this direction would entirely depend upon the kind of collaboration which eventually results from the conversations that are now going on between Hitler's emissaries and Admiral Darlan. It is almost certain that the United States will prevent German infiltration into these Colonies.

French vessels in United States ports have been placed under police surveillance, a precaution which is justified by the order stated to have been given by the Vichy Minister of Marine to Captains of French ships to scuffle or immobilise them rather than let them fall into British hands. This means that the French Mercantile Fleet is on charter to Germany. Mr. Cordell Hull, in answer to a French protest, plainly told France that she had gone beyond the Armistice terms in permitting German planes to attack the British in Iraq and that it was up to Vichy to correct the impression if mistaken. Movements of French warships form Martinque are reported and United States is said to be considering what measures should be taken to prevent Martinique from falling into German hands.

AMERICAN HELP

Meanwhile, America is steadfast in its object of seeing to it that munitions and war materials which she produces reach Great

Britain. "We are a practical people" said Mr. Cordell Hull, the other day, and continued "When we set ourselves a task we finish it. We have set ourselves the task of arming and supplying those whose successful defence is vital for our security. I have said before and I say again that we will not permit this purpose to be frustrated. We will find a way to ensure that weapons pouring in an ever greater volume from our factories reach the hands eagerly awaiting them." Colonel Knox has stated the view that the American Navy should ensure the delivery of materials to Britain. This will be done in spite of the submarines, surface raiders and aeroplanes belonging to Germany which infest the Atlantic. Colonel Knox has further urged the repeal of what he calls "the terrible blunder of the Neutrality Act," for the United States should preserve the freedom of the seas and allow her ships to serve in British parts and other war zones. "If America tries to interfere in the European conflict." Hitler declared at the end of January 1941, "then 'Europe' will resist . . . Who believes himself capable of helping England must know one thing in any case; every ship within the war zone which comes within range of German torpedoes will be sunk." A Democratic Senator answered this threat promptly by saying "I think we should start the torpedoing first."

America, of course, feels that her security will be endangered if anything should happen to Great Britain. That is true, but it is wrong to consider America merely as being prompted by commercial or selfish motives. In the last few years, America has come into prominence for her stand on fundamental principles affecting human liberty and conscience. No greater speeches have been delivered in condemnation of totalitarian methods than by the statesmen belonging to the New World. Some of them have been reaffirmed in the week that is passing. For instance, President Roosevelt, speaking a few days ago, pointed out that America should defend democratic principles and continue her leadership. Totalitarian aggression would disintegrate the free framework of the democratic way of life. "That is why the United States," pointed out President Roosevelt, "desires to fulfil its responsibilities in rebuilding world economy from the chaos into which it has been plunged by greed and unreasoned fear of ruthless aggression." Mr. Cordell Hull expanded this statement by defining the principles which should guide the Peace Conference after the war. "The spread of lawlessness in the world must", he said, "be brought to a halt or we shall soon find ourselves surrounded by aggressors". The principles of peace will include the following :—

(i) First, extreme nationalism must not again be permitted to express itself in excessive trade restrictions;

(ii) second non-discrimination in international commercial relations must be the rule so that international trade may grow and prosper;

(iii) third, supplies of raw materials must be available to all nations without discrimination;

(iv) fourth, international agreements regulating the supply of commodities must be so handled as to protect fully the consuming countries and their peoples; and

(v) fifth, institutions and arrangements of international finance must be so arranged that they aid essential enterprises and continuous development in all countries and permit payment by processes of trade, consonant with the welfare of all countries."

BRITISH TRIUMPH IN ABYSSINIA

The communiqué issued by the British General Headquarters at Cairo on May 19 contained most welcome news for the Empire and the Allied countries. It announced the surrender of the whole Italian force in the mountain fortress of Amba Alagi, where the Duke of Aosta, Italian Viceroy and Commander-in-Chief of Abyssinia, had been holding out against the British Imperial Forces after the fall of the capital Addis Ababa. The actual surrender of the Duke, his General and men took place on Tuesday last, and the total number of prisoners taken during and since this battle is about 19,000. It will be recalled that he recently assured his master, Mussolini, that he would fight to the end. And he would certainly have done so but for the pronounced superiority of the British forces in every respect. A ring of steel and fire was steadily closing round him and he sent an emissary to the British to arrange the terms of surrender. The British conditions were accepted and the official communiqué reported : "After allowing the Italian forces at Amba Alagi one full day in which to collect their wounded, the formal surrender of the whole force in the area is taking place to-day. It is estimated that the prisoners will number seven thousand, together with considerable quantities of guns and material. It has further been arranged, in compliance with his urgent request that he should be the last to leave, that the Duke of Aosta, accompanied by General Rezani and all the Duke's personal staff officers, will surrender at twelve noon to-morrow, May 20. Units of the Sudan Defence Force assisted by Patriots, have captured an important position in the Gondar sector inflicting serious casualties on the enemy. Operations are proceeding satisfactorily. In southern areas our troops captured Dalle, an important road junction thiry-five miles south of Sciasciamanna on May 16. As a result of this successful operation we captured 800 prisoners, including two colonels and a number of staff officers, two

guns and two armoured cars. In other sectors our general advance is continuing in spite of heavy rain. Italian troops in other regions are being trapped."

The British decided to accord battle-honours to the Duke who had proved himself the most courageous of Italian commanders on the field. In a message to Mussolini, the Duke said that the surrender could no longer be avoided and proceeded: " I am comforted in this tragic and sad moment with the certainty of having done all that was humanly possible." The Duce replied: " You and your soldiers have fought heroically. The Italian people have followed your stand with admiration."

Thus did the Duke of Asota surrender on the very day that his brother, the Duke of Spoleto, was chosen King of the so-called State of Croatia which the Axis Powers have set up. Thanks to the British capture of Dalle, it is considered, that the 21st and 24th Italian divisions can escape, if at all, only by taking to the bush. It may safely be taken for granted that mere mopping-up operations remain to be carried out in Abyssinia, and the British High Command will be in a position to release more troops for the fighting in Libya and the Near East.

In Libya, General Wavell has nipped in the bud the German advance into Egypt. British Imperial Forces have recaptured Sollum and other frontier positions. The Germans have been trying to regain lost ground; and as a result the advanced elements on both sides have been indulging in hide-and-seek tactics, testing each other's strength.. The British, however, not only retain Sollum but have, in the Tobruk sector, won back some lost territory. They have definitely beaten back German attempts to penetrate the inner defences in Tobruk and have, in their turn, captured a number of strong points in the outer defences. And all the while the British Navy and the Royal and South African Air Forces have been busy. The Libyan stronghold of Bengazhi has been repeatedly subjected to aerial and naval bombardment and German supply ships and transport columns have suffered heavily. One recalls Mr. Churchill's words that he would not like to be in the shoes of the German Commander facing General Wavell across the Libyan desert!

HERR HESS

The Herr Hess mystery has not been unravelled. That gangster, as Mr. Herbert Morrison, Home Secretary and Minister of Home Security, described him the other day, has seen the Duke of Hamilton for the second time and is furiously writing notes which are being forwarded to Mr. Churchill, the Prime Minister. Meanwhile, people are saying all sorts of things about the aims of Herr Hess and they will continue to do so. What do they say? These are the different explanations offered :—

(1) He has fled from another June " blood bath ".

(2) He is convinced that Germany cannot win.

(3) The flight is the first symptom of cohesion sapped and confidence mortally shaken.

(4) The event has shown the fundamental unsoundness of dictatorship.

(5) It is the sharpest shock Hitler has received since the war began.

(6) The Nazi system has proved to be a structure of perilous flimsiness.

(7) It may be that he fled to England in case Hitler attempts to bring Russia into the Axis camp.

The world must wait for Mr. Churchill to make a statement in the House of Commons on the subject. So far he has refused to be drawn out, the only observation which he has allowed himself to make being that Herr Hess was being treated as a prisoner of war and will receive treatment appropriate for a prisoner. The mental derangement which has been attributed to Herr Hess is pure nonsense. The fact is, as a commentator has put it, " When Hess wills, Hitler desires." Hitler appointed him as his second heir only in 1939 and sent him to Spain to see General Franco only a month ago. There is, of course, no reason why there should be any wishful thinking about the impending collapse of the Nazi regime as a result of this flight. As a matter of fact, there is no disposition in Great Britain to pay any importance to this event or run into raptures about it. Mr. Morrison, in his statement already alluded to, said that Hess was a brutal thug whose hands, like his master's " were stained with some of the worst political crimes of modern times and the main thing was that, no matter what kind of animal he was, whether a Trojan horse or a rat No. 1—he was caged." Only on Tuesday last, Major Vyvyan Adams asked the Prime Minister whether the Government will discourage the Press from renewing " their nauseating rhapsodies on this blood-stained crook." The Prime Minister replied amidst laughter: " I certainly do not feel I ought to detract in any way from the vehemence of Mr. Adams' statement ". Two men may be crooks, but may differ from each other. That is what the matter is, as regards Hitler and Hess. The matter, as the Prime Minister pointed out, is entertaining and important.

THE FAR EAST

Conflicting reports are appearing regarding the offensive on four different fronts begun by Japan some time ago, with the help of troops released from Manchuria as a result of the Pact with Russia. Chinese reports say that the Japanese offensive launched on the

east and west banks of the Han river has been repulsed with 10,000 casualties and that the attack in Tahung mountains has been defeated. Though Japanese offensive is stated to have failed on three fronts, the drive in Southern Shensi Province appears to have been attended with some success. According to Chinese sources the Japanese drive in Northern Hupeh has been repulsed and the Japanese after reaching the Yellow River crossings have abandoned them again. Another account stated that a big Japanese victory has occurred on the Shensi-Honan border, 10,000 Chinese being taken prisoner, including a General. The Chinese admit that the battle in Southern Shensi has been particularly fierce and both sides have had heavy casualties. But the situation, according to Chinese accounts, is developing in Chinese favour. Meanwhile a barter agreement has been entered into between China and Russia and munitions continue to flow into China from America and Russia.

There are some indications that Japan is getting nervous about the relations between Germany and Russia. If Russia, according to a report, is to be granted freedom to do what it liked in the Far East, then, Japan will not feel very enthusiastic about her position among the Axis Powers. That is why some Japanese papers caution the Japanese Government against blindly seeking to second Hitler's efforts. If really Japan is anxious on this question, then it is somewhat surprising that the Soviet-Japanese Neutrality Pact should be described as 'a monumental event' by the Soviet Ambassador in Tokyo. It is well to read these varied reports with caution.

So far as the outside world is concerned, Japan is still animated by a desire to drive south. Japanese newspapers warned the other day the Dutch East Indies that the Netherlands Government cannot play for time but should face realities and enter into commercial and other engagements with Japan. That Great Britain, the Dominions, and America are alert regarding the Japanese moves, is absolutely certain. Early this week, the Commonwealth Minister for External Affairs, speaking at Sydney, stated that Australia would not be overawed by any menace in the Pacific. He further pointed out: "We want peace, but if any nation thinks it can profit by our preoccupation elsewhere, I can say Australia is ready and able to defend herself. I cannot accept with equanimity Mr. Matsuoka's statement that he intends to work in closest union with Germany". It is heartening to find also that the Netherlands Ministers have publicly stated they would certainly fight and defend themselves.

WAR IN THE AIR—(*Continued from Page* 4)

The following are the figures of losses of aircraft due to enemy air raids on Britain, ascertained by competent authorities, for the week ending 13th May 1941 :—

Figures of aircraft losses include those incurred during enemy attack (not specifically mentioned) on shipping in North-West European Waters.

Date.	British losses.	Enemy losses.
May 7	1 day fighter.	6 day fighters. 2 day bombers. 21 night bombers.
May 8	2 day fighters (1 pilot safe).	14 day fighters. 1 day bomber. 12 night bombers.
May 9	Nil.	1 day fighter. 3 night bombers.
May 10	Nil.	1 night fighter. 33 night bombers.
May 11	Nil.	6 day raiders. 12 night bombers.
May 12	Nil.	1 night bomber.
May 13	Nil.	1 day raider. 1 night bomber.

THE BATTLE OF SUEZ

CANAL'S VALUE TO THE COMMONWEALTH

Connecting the Mediterranean and the Red Sea, the Suez Canal, opened to traffic in 1869, is one of the chief links uniting the members of the British Commonwealth. We owe it to the genius of a French engineer, Ferdinand de Lesseps; but to the eminent Victorian statesman Disraeli goes the credit for British control of this water-way in everything but name.

Both de Lesseps and Disraeli were, however, but following in the footsteps of ancient administrators. Says that great authority on Egyptian affairs, Mr. Hugh Schonfield: "One of the oldest enterprises considered by civilized man was the linking up of the Mediterranean with the Red Sea by a waterway. Its advantages were recognized in the twentieth century B.C.; though of course to a less extent than they are in the twentieth century A.D. If an Egyptian merchant of the reign of Pharaoh Sesostris could converse with his modern brother of the reign of King Farouk, it could be found that they were in substantial agreement on the commercial importance of such a speedy, safe and economical means of transport." The Pharaohs Sesostris and Necho had taken a hand in constructing the first navigable canal linking the Nile with the Red Sea; and the Persian rulers Darius and Xerxes restored and enlarged it. It was under the Ptolemies that the canal of the Pharaohs was reconditioned. Philadelphius had proposed to cut a canal direct through the Isthmus of Suez, that narrow neck of land joining Africa to Asia, thus joining sea to sea. But owing to a belief persisting down to the nineteenth century that the Red Sea was considerably higher than the Mediterranean, he gave up the project for fear of flooding the country! The old canal of the Pharaohs was renovated and used again during the days of the Roman Empire and Arab rule in Egypt; but with the discovery of the northern overland route to India and China and the subsequent discovery of the Cape route to India by that intrepid sailor Vasco de Gama, the project for a sea to sea canal languished.

In France, however, there was considerable agitation for its revival; and it was one of the aims of Napoleon's expedition to Egypt in 1798. In the first half of the nineteenth century, the idea of a canal was fostered by the Societe d'Etudes du Canal de Suez, an international financial group organized in Paris. Mehemet Ali, the Turkish Viceroy of Egypt, opposed it altogether. So also did England; and the British Government under Palmerston were more keen on the construction of a railway from Alexandria to Suez. In the fear that such a railway would lead to British control of Egypt, France supported the canal project. While Mehemet Ali rejected both the rival schemes, his successor, Abbas Pasha, granted in July 1851 to the British a concession for a railway line from Alexandria to Cairo. This was completed in 1854 and extended to Suez in 1858.

DE LESSEPS WINS THROUGH

But the demand for a shorter route to the east became insistent with the growing volume of trade, and among the advocates of the canal project was de Lesseps, who visited Egypt and obtained on November 30, 1854, from Said Pasha, who had become Viceroy, a concession for a canal. A second concession was granted in January, 1856. But Said Pasha specified that de Lesseps must secure the sanction of the Sultan of Turkey. English statesmen, suspecting the canal to be a French move for supremacy, naturally exerted their influence in the Turkish Court to render the concession null and void. Ferdinand de Lesseps, a statue of whom now stands at Port Said, was a man of courage and will-power as well as genius. He would not give up; he even went to England to rouse public opinion to the value of such a canal. In 1858, he organized a company, marketed 400,000 shares, over half of which were sold in France, and on April 25, 1859 started work on the canal near Port Said without waiting for the Sultan's sanction. After many vicissitudes and much international fricton, the Sultan granted recogniton to the concession on March 19, 1866. The Canal was rapidly completed and formally inaugurated on November 17, 1869. The Canal proceeded from the Mediterranean through a narrow region to Lake Menzaleh; traversed this shallow lake; continued its course through a stretch of land to Lake Ballah, five miles in length; again cut through flat country to Lake Timsah, four miles in length; and then crossed a plateau to the Bitter Lakes, which cover a distance of twenty miles. From these lakes there is a short stretch to Suez, the terminal on the Red Sea. Lakes accounted for more than one-third of the total distance. The total cost of construction was 432,807,882 francs.

The great maritime and commercial nation that she has always been, England at once became aware of the importance of the canal to her trade with India. When in 1875, Ismail Pasha, the Khedive of Egypt, finding himself in urgent need of funds, started negotiations with certain French banks for the sale or mortgage of his Canal shares, Disraeli seized the opportunity. On November 25 of that year he purchased for the British Government 176,602 shares for the sum of £3,976,580, which he borrowed from his friend Baron Rothschild. French interests still predominated in the executive of the company but when an internal uprising in Egypt threatened the security of the Canal, England intervened decisively; and while

France kept aloof, quelled the rising with a big victory at Tel el Kebr. Egypt became to all intents and purposes a protectorate of Britain and French influence began to recede.

CONSTANTINOPLE CONVENTION

The events of 1882 had revealed the need and urgency of an international agreement to safeguard such a vital channel of commerce but England's efforts to secure one were unsuccessful for a long time, mainly owing to differences in the French and British view points. An international conference at Paris proved indecisive. But the representatives of the Great Powers were after all able to sign a convention at Constantinople on October 29, 1888. Article 1 of the convention read: "The Suez Maritime Canal shall always be free and open, in time of war as in time of peace to every vessel of commerce or of war, without distinction of flag. Consequently, the High Contracting Parties agree not in any way to interfere with the free use of the Canal, in time of war as in time of peace. The Canal never shall be subjected to the exercise of the right of blockade".

The total length of the Canal is 101 miles, with a minimum width of 60 metres (196 feet 10 inches); the maximum draught of water allowed for vessels using it is 10·36 metres (34 feet). The average time for the transit through the Canal is 11 hours 31 minutes. In shortening the voyage from Europe to India by about 5,000 miles, the Suez Canal opened a new era in world commerce. Indeed, with steam taking the place of sail, the Canal—widened and deepened—came to be employed more and more regularly. In 1938 (the latest year for which authentic figures are now available in India), 6,171 vessels passed through the Canal with a total tonnage of 34,418,187. Of these Britain accounted for over 3,000 ships and for 50·43 per cent of the tonnage. The total tonnage of merchandise carried in 1938 was 28,779,000.

The transit receipts collected from ships using the Canal rose from 5,718,756 francs in 1870 to 1,625,612,100 francs in 1938. It may also be noted that the opening of the Panama Canal did not seriously affect the amount of traffic passing through the Suez Canal. After all, from the point of view of distance, the only areas for whose trade competition between the two routes was possible were North-Eastern Asia, Eastern Australia, New Zealand and the West Coasts of North and South America.

LESSON OF THE GREAT WAR

No wonder that Britain has cherished the Canal and is determined to keep it open at all costs. Any threat to its safety, such as French designs in the Nile Basin, the Russian attempts to open the Straits (Dardanelles), and the German project during the last war of a railway from Berlin to Baghdad, have evoked safety measures in Britain. But experience, both during the Great War and in the present conflict has shown that the Canal, while very convenient, is not vital to the Commonwealth. The submarine campaign in the Mediterranean in 1914–18 and the threat from the air have forced the diversion of much of the Eastern traffic to the Cape route.

Egyptian independence has also raised new problems. In the declaration of February 28, 1922, abolishing the Protectorate set up in December, 1914, on the outbreak of the Great War—when Turkey joined Germany and Egypt remained with the Allies—England reserved to herself the right to protect the Canal. The name of Great Britain was substituted for that of the Ottoman Empire as guarantor of the terms of the Constantinople Convention. She naturally refused to entrust the security of the Canal zone to the infant State. Under Article 8 of the Anglo-Egyptian Treaty of 1936, which virtually made Egypt an ally of Britain the defence of the Canal zone is maintained by British troops until such time as the High Contracting Parties agree that the Egyptian Army is in a position to secure, by its own resources, the liberty and entire security of navigation of the Canal.

AXIS DESIGNS

Italy has long cast covetous eyes on the fees that the controlling company—the compagnie Universelle du Canal Maritime de Suez—levies on all ships passing the Canal. The charter of the Company will expire on November 17, 1968, when the Canal will automatically become the property of the Egyptian State. Meanwhile, there are immediate international issues to be faced. There is Germany, whose present campaign in the Near and Middle East has as one of its objectives a flank attack on Suez; she hopes to increase the efficiency of her counter-blockade with assaults on Gibraltar, the Suez and (if she can manage it with the aid of her friends) Singapore. There is also Italy, who has seen her army and navy battered in the African and Mediterranean theatres of war but who has nevertheless not given up her dreams of an African Empire with control of the Suez waterway. Great Britain is fully awake to the significance of the battles for Egypt and the Near East which merge into the all-important Battle of Suez. Even more important than its commercial are its strategic aspects.

Germany hopes by a pincers-movement in Asia and Africa to close the Suez entrance to the Mediterranean and bottle up the Fleet at Alexandria. It is necessary at all costs to keep open this line of communication from Britain to India, Australia and the Far East. And General Wavell, who has now definitely halted the German advance in Libya and has taken prompt measures to counter the German threat to Iraq, may well be relied on to do so.

MARTINIQUE

FRENCH OUTPOST IN AMERICA

Martinique is in the news now. The German-controlled Paris Radio has stated that the seizure of Martinique by the United States would be strenuously opposed and that the citadel Port de France, containing gold of the Bank of France, would be blown up sooner than let it fall into the United States' hands. Martinique is one of the islands in the West Indies about which the whole of America is very anxious lest it should fall into German hands and a change of sovereignty would, of course, be prevented. The following account of Martinique where French warships and American warplanes lie immobilized is taken from *The War Illustrated*:

If France had not collapsed we should probably not be hearing very much about Martinique, for as one of the many islands in the West Indies it lies well away from the main scene of the war. But when the Nazis overran France and there was some question of the all-too-subservient men of Vichy granting them rights over the French Navy and colonies, Martinique came into prominence with a rush.

At once the Americans made it plain that there could be no question of the Nazis securing a territorial foothold on the American continent. The situation was made still more difficult when it became known that Admiral Robert, in command of the French warships at Martinique, had declared that he felt it his bounden duty to obey the orders received from Vichy and make for French ports, which he could not do without coming into conflict with the British warships which maintained a strict blockade of the island in anticipation of just such a dash. For obviously the British could not allow Admiral Robert's ships which included the aircraft carrier "Bearn", the cruiser "Emile Bertin", and the training cruiser "Jeanne d' Arc"—to go to France, where they would at once come under the control of the Nazis; still less could they run any risk of the 110 American dive-bombers and pursuit planes taken on board the "Bearn" before France collapsed, to be brought within reach of the Nazis.

As the United States of America wanted neither to see the Nazis in Martinique nor a repetition in American waters of the Oran episode, President Roosevelt sent Admiral Greenslade to Martinique last August, and after a few days it was understood that a reasonable compromise had been effected. The ships were to be virtually decommissioned and laid up in the harbours of the island, while their crews should be demobilized. The problem of the ownership of the American planes remained unsettled; the British claimed that they should be handed over to them since they had been ordered when France was fighting as Britain's ally and Britain had now assumed the liability for all orders delivered by the Anglo-French Purchasing Commission. An alternative suggestion was that they should be sent to French Indo-China.

But the planes are still there, although they have been unloaded on to the quayside; and there, too, are the ships and the men. So far from having been completely immobilized, there is at least a suspicion that the French Naval forces in Martinique are being used to reinforce the garrison. There have been reports that the French colonial troops were practising repelling landing parties, that ammunition was being transported from the ships to the land batteries and that pilots and crews for the warplanes were ready in the Colombian port of Barranquilla, waiting for an opportunity of slipping through the patrol maintained by the British squadron and the American Navy.

And what sort of a place is this Martinique? It is an island of tropical beauty and riches, lying between the British islands of Dominica and St. Lucia in the chain of the Lesser Antilles. Its area is about 380 square miles and it is about 40 miles long by 20 miles wide. It was first colonized by the French in 1635 and as the aborigines, the cannibal Caribs, were gradually disposed and finally exterminated, the French settlers, the "habitants," grew rich in producing cotton and tobacco, sugar and coffee. The labour for the plantations was supplied by thousands of black slaves imported from Africa; slavery, indeed, was not abolished until 1860. Several times the island has been British, but in 1814 it was finally returned to France. Since then the only events which have broken the monotony of everyday life have been hurricanes and earthquakes and in particular that vast eruption of Mt. Pelee in 1902 when 40,000 people were wiped out in a few hours.

Of Martinique's 250,000 people only a few thousand are whites—officials and their families for the most part. The rest are of every colour from dull copper to pure black, for in their veins is mingled the blood of Caribs and Negroes and Chinese (imported to add to the island's labour supply) with of course, a dash of pure French. For the most part they are an indolent crowd living on a low level of culture in a land where life on so low a level is easy and pleasant. They work on the plantations, producing sugar and cocoa, pineapples, bananas and coffee, or on their small holdings. Rum is one of the chief productions of the colony, and the islanders see that not all of it is exported. They display a pronounced aversion from hard work, and so the island is still largely undeveloped. Like so many of the French overseas possessions, in a word, Martinique has been for years in a neglected backwater.

IRAQ DIARY

FROM SEPTEMBER 1939 TO 20, MAY 1941

1939, SEP. 6.—Goverment severs relations with Germany—German Minister in Baghdad handed passport—All Germans departed.

1939, SEP. 8.—Prince Regent (Emir Abdul Ilah—or Elah) telegraphs King of England expressing "our unshakable attachment, Government and people alike, to the letter and the spirit of the Treaty of Alliance uniting us, and to assure you of our firm determination to do everything in our power in the same spirit to co-operate with our great ally until right and justice, of the lofty principles to defend which you have entered the war, shall prevail."

In his reply King George says: "If ever the horrors of war descend upon Iraq, my Government would carry out their obligations in the same spirit of loyalty and resolution."

1939, SEP. 26.—Iraqi Prime Minister, broadcasting on the war, says Iraq was bound only by the British alliance, the mutual assistance treaties with Saudi-Arabia and the Yemen, and the Saadabad non-aggression pact with Afghanistan, Iran and Turkey. Iraq's undertaking to fulfil her obligations to Britain was a tribute to the correctness of British policy in Iraq.

1939, NOV. 2.—In the speech from the throne, the Regent said the Government entirely approved of the Treaty (signed October 19) between Turkey, France and Great Britain, which enabled the Near East to regard the future with ease and confidence.

1939, DEC. 21.—Announced that contract has been signed for the sale to Great Britain of 200,000 tons of barley at 90s a ton f.o.b. Basra.

1940, JAN. 18.—Seyyid Rustam Haidar, Minister of Finance, shot and fatally wounded in his office by a dismissed police inspector.

1940, JAN. 25.—Reports current from Iraqi sources that Iran Government and Afghan Government had jointly suggested to the signatories that the Saadabad Pact should be converted into a military alliance, so as to form a united front of Turkey, Iraq, Iran and Afghanistan *against Russia*.

1940, FEB. 21.—Cabinet resigns. Premier, in letter to Regent, refers to attempts made by adventurers to secure positions of power in the country either by *coups d'etat* or other unlawful methods. He adds: "I myslef, as one of those who served the Arab cause from the beginning, cannot bear to see the passing, one after another, of men who have served this country faithfully and well, merely in order that other men may attain power."

1940, FEB. 22.—General Nuri Pasha forms a cabinet.

Official statement announces that three senior Army Officers have been removed from the Active List for carrying out "certain acts inconsistent with their duty as Army officers." These officers include the Chief of the General Staff and Officer Commanding, First Division.

1940, MAR. 30.—Cabinet resigns.

1940, MAR. 31.—Sayid Rashid Ali Gailani forms cabinet.

1940, JUNE 21.—Announces that Foreign Minister, General Nuri es Said, and the Minister of Justice are going to Ankara on official business.

1940, JULY 4.—Foreign Minister and Minister of Justice return to Baghdad and communique on their conversations with Turkish President and Prime Minister says: "It was a matter of great satisfaction to both parties, that, after reviewing the general situation, they were able to confirm their identity of views and to find once again that a sincere friendship had been firmly established. . . The visit of the Iraqi delegation to Turkey has been of the greatest benefit to two friendly neighbouring States . . ."

1940, JULY 5.—Foreign Minister, in statement on his visits to Ankara and Damascus, says Turkey, like Iraq, thinks Syria should be for the Syrians.

1940, JULY 17.—First train leaves Baghdad for Mosul, on completion of final section of the line (198 miles long) from Telkuchuk (near Nisibin on the Syrian frontier) to Paiji, south of Mosul.

1940, NOV. 6.—Parliament opens, and in speech from the throne Regent expresses gratification at very cordial relations with Saudi Arabia, the Yemen, Turkey and Iran, "while friendly relations with our ally, Great Britain, and with other friendly States continue to develop on a basis of mutual co-operation."

1940, DEC. 19.—(Saudi Arabia—Officially announces that plot has been discovered against the King and his regime. Two persons have been sentenced to death and others to imprisonment. Leader of plot was Sherif Abdul Hamid Ibn Oan, who

had been in Berlin in 1939. It is understood that he would have been executed had he not been a descendant of the prophet Mohamed through the Husseini family.)

1941, JAN. 7.—Prime Minister, speaking in the Senate, denies that Great Britain has approached Iraq and asked her to do more than is provided in the Treaty of Alliance.

1941, JAN. 28.—Rashid Ali's cabinet resigns *en bloc*.

Former Defence Minister in Rashid Ali's government, General Sayid Taha el Hasmi Pasha, forms new cabinet.

1941, FEB. 8.—General Pasha tells Iraqi Parliament: "Our ally, Britain, has not submitted any demands which would involve us in war. The Government intends to strengthen its friendship with its British ally. That friendship is based on mutual interest."

1941, FEB. 13.—Colonel Donovan, Roosevelt's special envoy, arrives in Baghdad on short visit.

1941, MAR. 20.—Foreign Minister, Sayid Tawfiq as Suwaidi, reports to Finance Committee of Iraqi Government on conversations he had with Mr. Anthony Eden in Cairo the previous week.

1941, APR. 4.—News reaches London of *coup d'etat* by Rashid Ali. Seizure of Government offices in Baghdad occurs at time when Parliament stands prorogued. Regent is obliged to leave the capital when Rashid Ali's troops surround his residence.

1941, APR. 7.—Regent broadcasts appeal to Iraqi people to reject Rashid Ali. Rashid Ali declares that his government will adhere to international obligations, particularly Anglo-Iraq Treaty. New cabinet comprises six high officers and two civilians.

Principal members are—

General Armine Zeki, Chief of the General Staff.

General Fahmi Said, Commander of Motorised Units.

General Mahsud Simana, Commander of Air Force.

Ismail Namek Pasha, Director of National Defence.

Announcement of constitution of new cabinet says:

"As the Regent has failed in all his duties and the constitution has been suspended, the Army under the aegis of His Majesty King Feisal has taken power into its hands". (King Feisal was born May 2, 1935.)

1941, APR. 9.—Mr. Attlee, in House of Commons, says on every occasion the Iraqi Army has interfered in the country's life unfortunate results have been produced. The British Government regards the present situation as entirely unconstitutional.

Nuri Pasha el Said, prominent Irani elder statesman, declares in a statement that coup has been carried out by group of irresponsible persons serving their personal interests. The majority of the Iraqi people have no grievances against the British and deplore this unconstitutional action which is serving *German* purposes.

1941, APR. 19.—Officially announced that British and Indian troops landed in Iraq on April 17 and 18. Commander of Imperial forces welcomed by a high officer of the Iraqi Government. People of Basra accord soldiers a warm welcome.

1941, APR. 23.—Communiqué issued by Iraqi Government denies Axis radio reports that Iraqi people are dissatisfied with the arrival of British forces. It points out that facilities for the passage of troops had been prepared ten months before and all measures had been carried out with due regularity.

1941, MAY 1.—Reported from London that further contingents of British troops have arrived at Basra without incident.

Differences of opinion between British and Iraqi Governments on interpretation of Anglo-Iraqi Treaty remain unresolved.

Certain movements have taken place on the part of the Iraqi Army which might be regarded as a threat to the security of the British air base at Habbaniyah. His Majesty's Government are pressing Iraqi Government to remove these troops so as to avoid risk of incidents.

1941, MAY 2.—Iraqi artillery opens fire on Habbaniyah air base at dawn. British troops take necessary counter action.

B.B.C. Arabic broadcast exhorts the Iraqi people to "overthrow the mercenary intriguers and let law and order reign once more".

1941, MAY 3.—Shelling of Habbaniyah cantonment continues. Royal Air Force bombs gun emplacements and troops concentrations at Rashid camp, near Baghdad, according to Baghdad communiqué.

Ankara radio quotes reports that Mosul oilfields are being flooded by Iraqi forces who are now in control of the oil wells and their installations.

Swiss radio says a new Iraqi Army "which is to march forthwith against the revolutionary elements in Iraq" is being formed in Transjordania by the Regent of Iraq, who fled the country following Rashid Ali's coup.

Haifa message reports arrival of British women and children evacuated by air from Iraq.

British Ambassador in Baghdad, Sir Kinham Cornwallis, reports the situation in the capital as tense, but no incident has yet been reported in Baghdad.

1941, MAY 4.—Royal Air Force Middle East Communiqué issued in Cairo says British bombers heavily attacked petrol dumps and magazines at Moreat and Rafhid, Iraqi aerodrome outside Baghdad, obtaining many direct hits and demolishing military buildings. Bombs were seen to over turn and damage aircraft on the ground. During this operation British bombers shot down Iraqi aircraft and severely damaged others. Shelling of Habbaniyah aerodrome by Iraqi artillery continues, causing some casualties to non-combatants. In reply British aircraft bombed and machine-gunned hostile mechanized troops and transport.

War Office communiqué says: "On May 2 hostilities had broken out at Habbaniyah. Our forces occupied the dock area, air port and power station at Basra. Withdrawal of Iraqi troops from these areas within a certain time was demanded and a senior Iraqi officer had agreed. Despite extension of the time limit given, they took no action and our forces then drove them out by bombing and artillery fire". Both landing grounds at Habbaniyah are still in use.

In proclamation issued in Palestine Regent of Iraq says: ". . . My duty is plain. I am returning to restore the tarnished honour of my native land and lead it back to peaceful prosperity under a lawfully constituted government. I call upon all true sons of Iraq to drive out this band of traitors and restore to our beloved country true liberty and independence. . ."

1941, MAY 5.—G.H.Q. Cairo communiqué says: "Iraqi artillery posted in the vicinity of Habbaniyah was rendered comparatively inactive yesterday by our aircraft. The garrison of Habbaniyah is intact and has suffered very few casualties from the unprovoked Iraqi attack. The greater part of the Iraqi air force has already been destroyed by our air action either while attempting to attack British camps or as a result of attack by our air forces on Iraqi air bases. After attacking an armed construction party which was in the vicinity Iraqi forces on May 2 occupied Rutbah. In Basra our troops remain in occupation without interference."

Reported from London that on Sunday (May 4) 24,000 leaflets in Arabic language were dropped by Royal Air Force planes over Baghdad. The planes were on the return journey after heavily attacking Moascar al Rashid, a large Iraqi military station east of Baghdad. Many tons of bombs were dropped on hangars, workshops and offices and aircraft dispersed on the ground, says British Air Ministry. At least one enemy aircraft was destroyed and many damaged by splinters and bullets. Two enemy fighters believed shot down, and one Royal Air Force plane failed to return. Both Moascar al Rashid and Baghdad airport machine-gunned by Royal Air Force later in the day-one plane set on fire and at least three hit at each aerodrome.

Turkish press comment: *Yeni Sabah* says: "The Iraqis should throw out their present leaders." *Vatan* says: "The men who to-day boast of being the leaders of Iraq are responsible for the present events. They have betrayed the cause of Iraq."

Iraq Petroleum Company in London pointed out that as half the Iraqi Army were habitually quartered in barracks adjoining the company's offices it seems more than probable that press reports that work in the oil fields has been stopped and the flow of oil interrupted are correct.

Reported from Cairo that special Royal Air Force communiqué issued Sunday night (May 4) says at least 22 Iraqi aircraft have been put out of action. Several aircraft have been bombed and an armoured train turned back. One aircraft was destroyed in a later raid on Moascaral Rashid and two fighters which attempted to intercept our bombers were shot down. This brings total destroyed to 25 machines. At outbreak of war Iraqi Air Force numbered 50, of which 36 were first line.

London News Chronicle and *Daily Mail* demand that, if necessary Iraqi oil wells must be utterly destroyed rather than allow them to fall into German hands. *Daily Herald* takes similar line and says question is not whether suspension of Mosul supply would hamper British Fleet and forces in Mediterranean but whether control of supply is to pass from Britain.

1941, MAY 5.—The Egyptian Government, in an appeal to the Iraq authorities, urged a speedy settlement of the dispute with Britain. It was announced that the British Government had rejected the Turkish Government's offer to mediate, pointing out that Iraqi troops must be withdrawn from Habbaniyah before any negotiations could be undertaken.

1941, MAY 6.—Turkey took measures to fortify and secure the Turko-Iranian frontier.

1941, MAY 7.—British Forces in Iraq captured Fort Rutbah. It was revealed that the Iraqi rebel troops were running short of ammunition.

1941, MAY 8.—The Royal Air Force bombed Baghdad airport. Rashid Ali hurriedly left Baghdad after a public demonstration against his movement.

1941, MAY 9.—British troops occupied the plateau overlooking the Habbaniyah aerodrome in Iraq and the Royal Air Force raided the rebels' principal air-base, starting a huge conflagration. The British occupied Rutbath aerodrome.

Sayid Shaukat, Minister of Defence in Rashid Ali's Cabinet, who had travelled to Ankara, had a talk with Turkish Ministers.

1941, MAY 10.—The Iraqi rebels admitted withdrawal " to better positions owing to continuous and strong British air attacks ".

It was announced that Lieut.-Genl. Maitland Wilson had assumed command of the British forces in Palestine and Transjordon.

1941, MAY 11.—King Ibn Saud of Arabia was stated to have informed the Iraqi usurper, Rashid Ali, that he was unable to offer any kind of assistance to the anti-British movement in Iraq, and also to have refused protection to Rashid.

The Royal Air Force bombed rebel barracks at Mosul and other places.

1941, MAY 12.—The Tass Agency announced the establishment of diplomatic relations between the Soviet and Iraq but the Moscow Wireless rebuked Rashid Ali and his followers for being " instruments of foreign powers ".

1941, MAY 13.—Ankara reports stated that Rashid Ali's terms for Turkish mediation between his followers and Britain were " contrary to the terms of the Anglo-Iraq Treaty " and not likely to be acceptable to Britain.

1941, MAY 14.—Mr. Eden stated in the Commons that the Imperial Forces at Basara were being rapidly reinforced.

1941, MAY 15.—Mr. Eden announced in the Commons that the French authorities were allowing the Germans to use Syrian aerodromes as " stepping-stones " for flights to Iraq and that Britain would take action against German aircraft in Syrian aerodromes.

A certain number of German planes arrived in Iraq, bringing Axis propagandists, agitators, etc., in response to an urgent appeal from Rashid Ali.

1941, MAY 16.—The Royal Air Force attacked German aircraft on three Syrian aerodromes—Palmyra, Damascus and Rayak. Reinforcements of British and Imperial Troops arrived both in Iraq and Palestine.

1941, MAY 17.—King Ibn Saud reiterated his view that the only course open to Arab nations was to support Britain.

1941, MAY 19.—The arrival of British reinforcements in air-transports had a satisfactory effect on the Iraq situation. While General Dentz, the Vichy Governor of Syria, said he would " meet force with force ", General De Gaulle, in a broadcast from Brazzaville, urged Frenchmen to rise in revolt against the Vichy Government's betrayal of their former Ally, Britain.

1941, MAY 20.—British forces captured the town of Fallujah on the Euphrates, thus preventing the Royal Air Force at Habbaniyah from being cut off from British land-borne reinforcements in Iraq.

BRITISH FORCES IN IRAQ

RELEVANT TREATY PROVISIONS

Here are the relevant extracts from the text of the Anglo-Iraqi Treaty of Alliance of June 30, 1930, ratifications of which were exchanged at Baghdad on January 26, 1931.

Article Four : " Should either of the High Contracting Parties become engaged in war, the other High Contracting Party will immediately come to his aid in the capacity of an ally. In the event of the imminent menace of war the High Contracting Parties will immediately concert together the necessary measures of defence. The aid of His Majesty the King of Iraq in the event of war, or the imminent menace of war, will consist of furnishing to His Britannic Majesty in Iraq territory all the facilities and assistance

(*Continued on Page* 17)

MISLEADING STATEMENTS IN ENEMY BROADCASTS

BROADCASTS IN ENGLISH

Berlin gives the game away

Berlin on May 6 accused the B.B.C. of "insolence" in asserting that the Royal Air Force does more damage to Germany than the *Luftwaffe* does to Britain. This is a highly significant remark, not because it is untrue—there is nothing new or significant in Goebbels misquoting other people to suit his own ends—but because it betrays the Nazis' growing uneasiness over the increasing scale of British air attacks.

Needless to say, neither the B. B. C. nor any other authoritative British source has ever claimed that the Royal Air Force has so far done "more damage" to Germany than Britain herself has endured; on the contrary, these sources have always stressed the fact that *the Luftwaffe's* numerical superiority and the bases it possesses in occupied territory give it an enormous advantage over the Royal Air Force. At the same time, this latest assertion by Berlin is a tacit admission that the more scientific methods employed throughout the war by the British airmen, as contrasted with the indiscriminate attacks launched by the Nazis, may have resulted in greater damage to Germany's war-machine than the Germans have inflicted on Britain's.

Bigger and better bombs.

What seems certain, though it has never been definitely claimed, is that the Royal Air Force's newest bombs are very much deadlier than anything the enemy has so far been able to use. The German radio's fury at the terrific damage caused in Berlin last month, Admiral Darlan's bonus-bribes to married dockyard workers at much-bombed Brest, the Nazis' inability to conceal recent devastation at places like Hamburg, Kiel, Bremen and Emden, and (most significant of all) the Fuehrer's own declaration last week that the entire German nation must throw itself into "this tremendous armament process," are all of them proofs that this year's British blows at Hitler's war-machine are even heavier than those delivered in 1940.

Meanwhile, it is to be hoped that Berlin will note that it was United States press and radio commentators, and not their British colleagues, who on May 10 expressed the

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IRAQ DIARY—(*Continued from Page* 16)

in his power including the use of railways, rivers, ports, aerodromes and means of communication."

Article Five: "It is understood between the High Contracting Parties that responsibility for the maintenance of internal order in Iraq and the defence of Iraq from external aggression rests with the King of Iraq. Nevertheless the King of Iraq recognizes that the permament maintenance and protection in all circumstances of essential communications by His Britannic Majesty is in the common interests of the High Contracting Parties. For this purpose and in order to facilitate the discharge of obligations to His Britannic Majesty under Article Four, the King of Iraq undertakes to grant His Britannic Majesty for the duration of the alliance sites for air bases to be selected by His Britannic Majesty at or in the vicinity of Basra and for an air base to be selected by His Britannic Majesty to the west of the Euphrates. The King of Iraq further authorizes His Britannic Majesty to maintain forces upon Iraq territory in the above localities in accordance with the provisions of the Annexure to this Treaty on the understanding that the presence of these forces shall not constitute any manner of occupation and will in no way prejudice the sovereign rights of Iraq."

ANNEXURE

Article One states that after a period of five years from the entry into force of the Treaty "it shall be open to His Britannic Majesty to station his forces in the localities mentioned in Article Five of this Treaty and the King of Iraq will grant His Britannic Majesty for the duration of the alliance the leases of the necessary sites for the accommodation of the forces of His Britannic Majesty in those localities."

Article Three: The King of Iraq "agrees to afford when requested to do so by His Majesty's Government all possible facilities for the movement of the forces of His Britannic Majesty of all arms in transit across Iraq and for the transport and storage of all supplies and equipment that may be required by these forces during the passage across Iraq. These facilities shall cover the use of roads, railways, waterways, ports and aerodromes in Iraq and His Britannic Majesty's ships shall have general permission to visit Shattel Arab on the understanding that His Majesty the King of Iraq is given prior notification of visits to Iraq ports."

This Treaty was to remain in force for a period of 25 years from the date of coming into force.

opinion that the "quantitative extent" of the Royal Air Force's raids on Germany the previous night may indicate that Britain's strength in bombers is nearing parity with Germany's.

Misleading silence—

Silence, no less than statements, can be misleading, as anyone knows who has studied German broadcasts consistently. Not since the beginning of the month, when the Royal Air Force's night-fighters began to take a steadily-mounting toll of Nazi bombers, has Goebbels' radio said a word concerning the loss of German planes over Britain.

Day after day, Berlin has pumped out hair-raising stories of the damage caused in Liverpool, Glasgow, Belfast and elsewhere in the British Isles. But of the loss over Britain of at least 15 German bombers on May 3, of 9 on May 4, of 7 on May 5, 9 on May 6, 21 on May 7, 12 on May 8, and 33 on May 10, there has been—not one word.

—and Misleading Statements

So far as day-light activities are concerned, however, Goebbels has not yet been able to rid himself of the habit of juggling with figures. For instance, on the evening of May 7, his radio claimed that six British Spitfires were shot down that day over the English Channel, while the Germans suffered no losses. This assertion did not quite succeed in reversing the exact truth—which was that six German fighters were destroyed for the loss of one British fighter, while two German bombers were also shot down during day-light that day.

Bigger and better lies

Two days later, Berlin improved on its own lie by announcing that "Britain's losses for Wednesday and Wednesday night amount to 15 aircraft". Britain's air losses on Wednesday, May 7, were as follows:—

1 day fighter

1 day bomber

2 night bombers

—a total of four aircraft.

Germany's air losses in North-Western Europe on the same day and night were as follows:—

6 day fighters over the English Channel

2 day bombers over the British coast

21 night bombers over Britain

3 night bombers over Northern France

—a total of 32 aircraft, not one of which was admitted by Goebbels as lost.

A famous victory (Axis style)

On May 10 the German wireless was incautious enough to quote a long and circumstantial extract from an Italian war communique describing the Axis air attack on a British convoy in the Western Mediterranean on May 8. According to this latest mirror of truth, the convoy was escorted by "two battleships, an aircraft-carrier, as well as cruisers and destroyers the number of which could not be precisely ascertained."

First of all, according to Rome *via* Berlin, Italian torpedo-carrying aircraft escorted by fighters attacked the British ships, with the result that two cruisers, one destroyer and a large steamer received torpedo-hits. Later, Italian bombers scored direct hits on one battleship, the aircraft-carrier and two large steamers. Still later, the Italian torpedo-aircraft returned to the fray, when the other British battleship was hit and the aircraft-carrier received further damage. In combats between Italian and British fighters, goes on the communique, "14 British aircraft of the Defiant and Hurricane types were shot down, five Italian planes failed to return to their bases and three returned damaged, while another three British aircraft were shot down by German fighters".

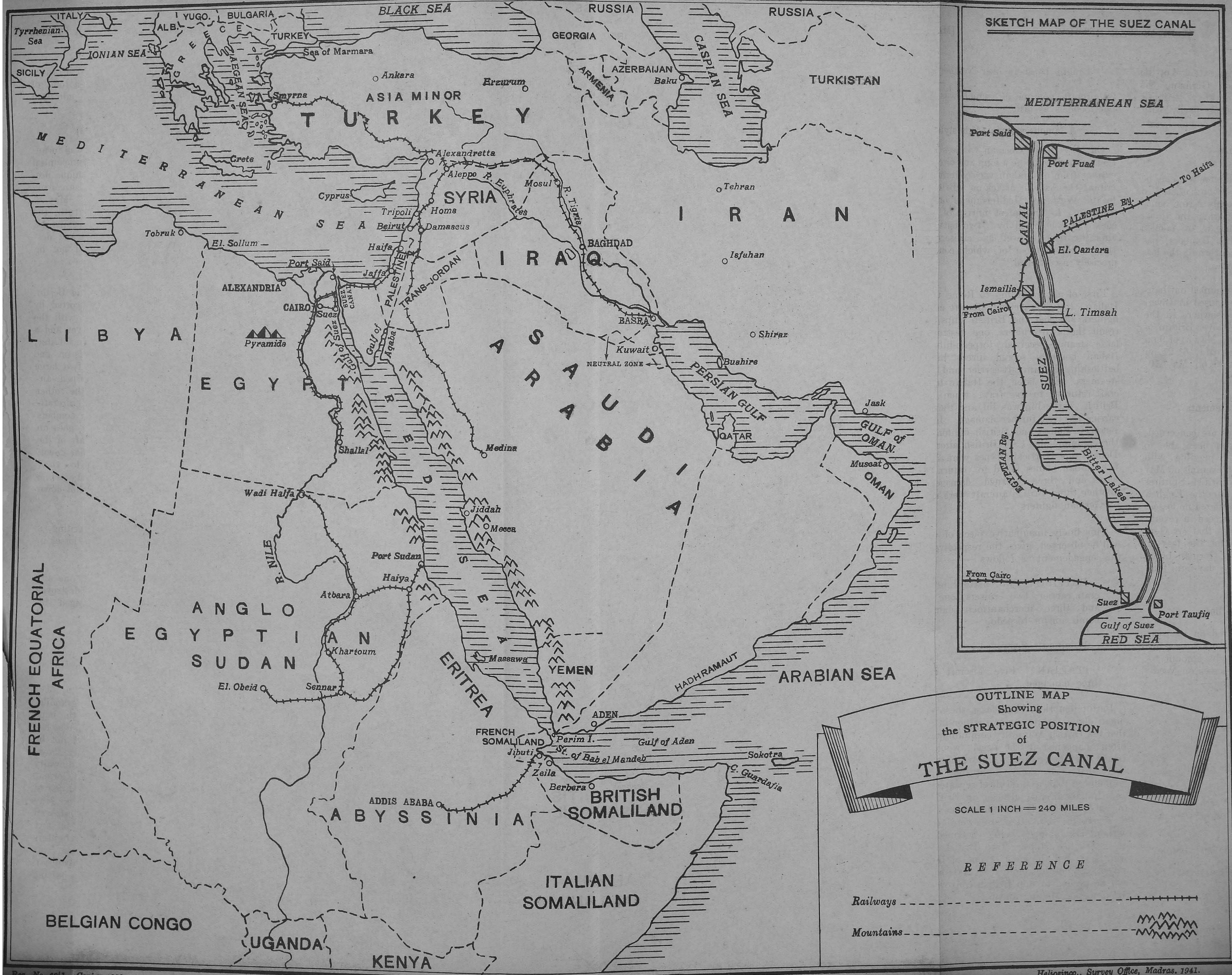
This finely imaginative piece of writing, it will be observed, gives the respective losses in this engagement as follows:—

BRITISH: Two battleships, one aircraft carrier, two cruisers, one destroyer and three merchantmen damaged by bomb and/or torpedo.

17 aircraft destroyed.

ITALIAN: Five aircraft destroyed, three damaged.

Berlin doubtless broadcast these grandiloquent claims by its junior partner in the hope that the British Admiralty communique (as has often happened in the past) would not be issued for some days. Unfortunately, however, that very same night the Admiralty announced that, as a result of repeated German and Italian aircraft attacks on British naval forces in the Western Mediterranean on May 8, seven of the attackers were destroyed without any damage being sustained by any of the British ships. Two British fighters were lost, but the pilot of one of them was saved. Something more than Axis broadcasts will be needed to stop British convoys getting through the Mediterranean.



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NAZI POISON FOR INDIA. ....

Not content with fabricating stories of unrest among Indian soldiers serving overseas, which they claim as a direct result of the present trouble in Iraq, the Germans in all their broadcasts to India on May 9 reported " severe riots " among Indian troops in Lahore. Several hundred soldiers were alleged to have been arrested, others being killed or wounded.

This report is entirely without foundation. The five lakhs of people living in Lahore will be interested in this outrageous German claim, which is a typical example of German propaganda methods.

BROADCASTS IN ASIATIC LANGUAGES

Muslim Disapproval of Rashid Ali

The Nazis, in their Hindustani and Persian Broadcasts of May 7 and their Arabic broadcast of May 6, appeared to be anxious to prove that Muslim opinion was universally opposed to the measures which the British had to take in Iraq in sheer self-defence, and also that the Indian ulemas had issued *fatwas* urging every able-bodied Muslim to fight against the British. In actual fact, however, Muslim opinion, abroad as well as in India, has unequivocally condemned Rashid Ali's treacherous action in Iraq as being opposed to the best interests of Islam.

The Turkish paper *Yeni Sabah*, for instance, says : " The Iraqis should throw out their present leaders ", while *Vatan* declares : " The men who to-day boast of being the leaders of Iraq are responsible for the present events. They have betrayed the cause of Iraq ".

The Egyptian Press is equally hostile to Rashid Ali and his *junta*. *Al Mokattam* points out that King Ibn Saud and other Arab leaders have already expressed their disapproval of Rashid Ali's action and that his sacrifice of Iraq's interests in exchange for Axis gold has caused consternation throughout the Arab world. Writing in the same strain, another Egyptian paper, *Al Ahram*, points out that the despicable policy followed by Rashid Ali and the four generals bought by the Axis has caused grief to the entire Iraq nation. The paper emphasises that Iraq had realized complete independence and that Britain had not interfered in her domestic affairs, even on such occasions as the illegal overthrow of the Government.

Indian Opinion

The stand taken by the Indian Muslims in this matter is equally unambiguous. Far from there being any *fatwas*, against the British (as the Nazis hopefully claim), a well-known religious leader of the Muslims has from the North-West Frontier Province sent a telegram to Rashid Ali condemning the latter's action. Typical also is the Lahore Muslim paper, *Ehasan*, which declares : " No Muslim country can have any sympathy with Germany, and we should like to warn the people of Iraq against the grave consequences of Germans setting foot on their soil ". Speaking in Madras on May 8, Sir Muhammad Usman, Vice-Chancellor of the Madras University, declared : " It is quite clear to my mind that this outbreak in Iraq is the culmination of a long period of intrigue by Nazi-paid Quislings—renegades in the pay of Nazi Germany ..... There is no doubt that the creation of an Iraq state was due to the sympathy and protection of Great Britain."

Reaction in Islamic countries has thus clearly put in the right perspective what the Nazis style as " Britain's most ruthless invasion of Iraq." Equally baseless is the Germans' claim that they are the champions of Islam. The Muslims know that the Germans are, if anything, more ruthless than their comrades in crime, the Italians, who decimated the Muslims of Libya, drove out the Senussi and seized the Muslim Kingdom of Albania. As the *New York Times* rightly puts it : " There is no stranger paradox in this war than the spectacle of the greatest infidel of modern times summoning Islam to a holy war with the blood of 14 nations on his hands."

Britain and Egypt

According to the Nazis' misleading statement, broadcast in Hindustani and Persian on May 4, Britain has made Egypt a theatre of war and even forced that country to meet British expenses. Actually, the Anglo-Egyptian Treaty provides that in the event of war the British Government will be obliged to defend Egypt as a whole and the Egyptian Government will also accord to His Majesty's Government all the facilities and assistance in its power.

The Nazi statement about the Egyptians being made to meet British expenses is baseless. Egypt, on the contrary, is prosperous.

When it is remembered that Great Britain needed for her own use only about one-third of Egypt's entire cotton crop which she purchased last year, and must have had the greatest difficulty in storing or selling the rest, no one can suggest that Great Britain is acting from any other motive than to help her ally.

Britain's shipping losses

The Nazis, in their Hindustani, Persian and Arabic broadcasts of May 11, claimed to have sunk at least one million tons of shipping. Britain has of course published her losses for the month of April and these amount to 488,000 tons. Germany, on the other hand, makes fantastic claims but does not say a word about the Axis shipping losses which, during the six weeks ended May 10, amounted to 600,000 tons.

Incidentally, the latest monthly losses prove that Britain's decision to publish her losses monthly instead of weekly, was not due to her desire to conceal what the Nazis made out to be, her mounting shipping losses. The loss of 488,000 tons during the month of April is undoubtedly heavy, but this also includes 187,000 tons lost during the evacuation from Greece. When it is recalled, therefore, that Britain's shipping losses during the month of March, amounted to 392,000 tons, it may be said that though the Battle of the Atlantic is still to be won, it is clear that the situation is at least not deteriorating.

N.B.—Please file the Madras War Review regularly for future reference.

[With the compliments of the Director of Information, Madras.]

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